

**IN THE CLAIMS**

This listing of claims will replace all prior versions and listings of claims in the application.

1. (Previously Presented) A method of controlling an automotive vehicle having a controllable suspension component, said vehicle having a first turning radius comprising:

applying brake-steer to at least one wheel to provide a second turning radius less than the first turning radius;

generating a suspension control signal in response to applying brake-steer; and articulating at least one wheel coupled to the controllable suspension component to provide a third turning radius of the vehicle less than the second turning radius.

2. (Previously Presented) A method as recited in claim 1 wherein applying brake-steer comprises applying at least one brake at a first wheel.

3. (Original) A method as recited in claim 1 wherein applying brake-steer comprises applying an increased drive torque to a second wheel relative to a first wheel.

4. (Previously Presented) A method as recited in claim 1 applying brake-steer comprises increasing a normal load on a rear wheel.

5. (Previously Presented) A method as recited in claim 1 applying brake-steer comprises increasing a normal load on a front wheel.

6. (Previously Presented) A method as recited in claim 1 further comprising detecting a parking mode and applying brake-steer in response to a parking mode.

7. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a vehicle speed.

8. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a steering wheel angle.

9. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a map correlating vehicle speed and a steering wheel rate to a parking/non-parking condition.

10. (Original) A method as recited in claim 6 wherein detecting a parking mode comprises detecting a parking mode in response to a driver-actuated switch.

11. (Original) A method as recited in claim 1 wherein articulating one wheel comprises articulating two wheels.

12. (Original) A method as recited in claim 11 wherein the two wheels are coupled to a solid axle.

13. (Previously Presented) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises articulating using a Hotchkiss suspension.

14. (Previously Presented) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises articulating using an electrically controllable bushing.

15. (Previously Presented) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises a solenoid locking mechanism.

16. (Previously Presented) A method as recited in claim 1 wherein articulating at least one wheel coupled to the controllable suspension component comprises a locking mechanism with a compliant rear suspension mount.

17-30. (Cancelled)